

# SUMMARY

Prepared by Peg Hanna



## Diesel Initiatives Non-Road Workgroup Meeting

**Held July 27, 2005 from 1:00-3:00**

**Meeting Location: DEP, Trenton**

**Meeting called by: Peg Hanna**

**Facilitator: Melinda Dower**

### **Materials:**

1. Further information on inventory
2. EPA guidance on incorporating voluntary mobile source measures into SIP

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### **Introduction/Announcements.**

1. DEP reminded everyone that the purpose of the workgroup is to develop a menu of control strategies to be submitted to Commissioner Campbell for consideration as the DEP develops its State Implementation Plan. The workgroup will evaluate each strategy based on technical and economic feasibility and environmental and health benefits, but will not eliminate any strategy. DEP will pen the report, but the report will be the voice of the workgroup, not the voice of the DEP writers.
2. DEP distributed a boilerplate chart that will be used for recording each of the strategies discussed.

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### **Discussion**

**Topic 1: Review of inventory information distributed by DEP on July 15, 2005.**

**Discussion: None.**

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**Topic 2: Boilerplate template for recording ideas.**

**Discussion: None.**

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### **Topic 3: Discussion of strategies proposed by the Center for Clean Air Policy and e-mailed to all participants on July 27, 2005.**

**Discussion:** See strategy chart for comprehensive list of each item discussed. Specific discussions not captured on the chart are as follows:

1. E-diesel:
  - 41% reduction in PM. Registered with EPA, but not "verified" through their mobile source technology verification program or CARBs. Concern regarding multi-media impacts that might be eliminated if go through CARB verification, which includes a multi-media component. Cheaper than diesel and no fuel penalty.
  - Port of Long Beach is using e-diesel with DOCs. Vendor will use data to satisfy "durability" requirement of CARB verification process.
2. Biodiesel:
  - Is there any information regarding use of biodiesel in non-road equipment? Atlantic County Utilities Authority reported that it uses biodiesel in its non-road equipment with no problems. In California, some marine vessels are using biodiesel. Go to [www.biodiesel.org](http://www.biodiesel.org) for a list of reports regarding biodiesel.
  - The Port Authority of NY/NJ offered biodiesel to tenants but tenants were reluctant since they're already gearing up for use of ULSD. They also expressed concern regarding voiding the engine warranty. Port representative heard concerns about Nox increase and cold weather applications. All tenants voluntary use highway diesel (500 ppm sulfur) which has lower sulfur content than non-road diesel (3000 ppm sulfur).
  - DEP mentioned lack of production infrastructure in NJ and questioned whether it was still a viable option.
  - Consensus that we should have biofuels speaker at next meeting.
3. Idling
  - Group not sure if non-roads idle out of necessity or habit.
  - TIAX suggested looking at West Coast Diesel Collaborative website for additional information: [www.westcoastdiesel.org](http://www.westcoastdiesel.org)
4. Other categories of non-roads.
  - DEP mentioned that there are other sizable non-road sources of PM emissions besides construction equipment and suggested that the group may want to consider: AC/refrigeration, commercial landscaping, agricultural tractors, gensets/pumps/compressors.
5. *A diesel subgroup that met on July 29 suggested that this subgroup might be interested in reviewing an Environmental Defense publication that summarizes a lot of information regarding non-road retrofits. The link is: <http://www.environmentaldefense.org/cleanairforlife.cfm?subnav=handbook>*

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#### **Wrap-up**

Next meeting is Wednesday, August 17 from 10:00 am to 1:00 pm at a location in northern NJ to be announced shortly. Conference call information is as follows, but keep in mind that there is a maximum of 6 callers allowed:  
Call-in # (609) 826-3600  
Bridge # 19205  
Password # 456789

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